

11-26-1986

## Avion 1986-11-26

Embry-Riddle Aeronautical University

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1926 1986  
60 YEARS  
OF  
AVIATION EXCELLENCE

An Award-Winning Collegiate Newspaper

Volume 54, Issue 12

Embry-Riddle Aeronautical University, Daytona Beach, Florida

November 28, 1986

## Computer co-ops develop simulators at local firm

By Ron McCann  
Avion Staff Reporter

Through the efforts of Prof. Adelbert W. Ransom of the Computer Science (CS) Department, special topics courses have been offered to students in the CS degree program. This special topics course has been offered under course CS 499 for the past two and one half years.

There are currently six Embry-Riddle students involved in the fifteen week program. Rather than attending class during those fifteen weeks, the students attend lectures and lab sections in the Simulations and Control Systems Department of the General Electric complex in Daytona Beach.

These students do not receive pay in this special topics course; they do, however, receive academic credit. The students involved do not find this to be a major concern since they are enjoying the work they are doing with G.E. The students also feel that the program enables them to gain constructive, on the job experience which will be very impressive to future prospective employers.

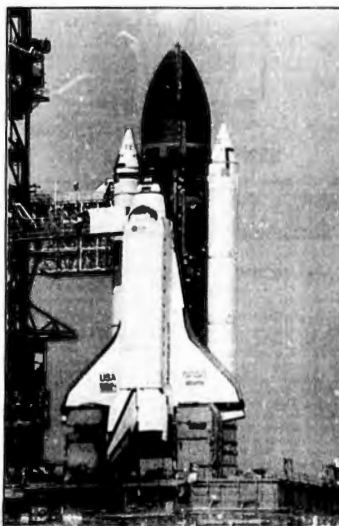
Mr. John Blackburn of

formal training and on the job training that will create useful, productive output from student assignments.

In the past, these objectives have been accomplished. Kevin Scholt, a graduate of ERAU was in the program and has done work on a simulator for a Leopard II German tank.

Students Michael Kelsen and John Vaughan are currently working as a team to develop a simulator for a battleship. Aside from these, ERAU students are also working on a simulator for the C-130 to be used by the United States Air Force and Marines.

Mr. Blackburn also noted that it would be wise for students interested in computer modeling—static and moving—to minor in engineering. Those students who are currently in engineering but would be interested in computer modeling should think about minoring in computer science. Many students who have gone through the program and have majored or minored in engineering have been hired as full time modelers by G.E. and other firms that desire such skills.



## ERAU updates weather service

University's system state-of-the-art

By Richard S. Calvert

At the beginning of this trimester, the university completed installation of a new weather facility in the Flight Technology building. The system, which utilizes information acquired from Kavours Inc., a Minneapolis-based firm, reportedly offers a variety of options not previously available to the Embry-Riddle student body.

According to Meteorology instructor Dan Sobin, "What we have now is state-of-the-art. We made a quantum leap from what we had before to the present."

In the past, the university received its meteorological data via a Weather Service headline on an aging TRS-80 computer. Often, faculty members noted that the former system was antiquated, but did serve in a fundamental capacity. In a January 1986 issue of the Avion, Mr. Frank Wencel (also an instructor in Riddle's Meteorology Dept.), noted that problems had arisen, however, when the National Weather Service notified the school that it would be eliminating the headline capability to modernize their own system. ERAU was forced to investigate other options.

At that time, Wencel had recently recommended the Kavours system. Said the instructor in that January issue, "We're paying a lot of money for what's coming in, and you can't get the information."

The Kavours Network has helped eliminate this particular crux. In times past, terminal operators were committed to monitor the TRS-80 at exact times throughout the day to receive data from the National Weather Service. This often lent itself to missed reports as information swept by before the operators could extract it. Now, the information is available on file, so it may be accessed at the weather room assistant's will. In addition, Sobin remarked that many of the meteorological reports seem to arrive more quickly than with the previous system.

Apparently, the Kavours equipment is meeting the expectations of the students, faculty, and staff associated with the project. Instructor Sobin mentioned a noticeable improvement in weather map quality; this, he said, was largely due to the Kavours' DITA machine—a digital facsimile printer which was installed with the system. The old weather room equipment utilized a Na/af machine, which used a heating element to produce images.

According to the instructor, the Kavours equipment has been relatively trouble-free. Initially, however, this was not the case. Last summer the weather room facilities remained largely incapacitated due to a reception problem which unexpectedly developed. This dilemma, which was the result of ERAU's poor geographical location with respect to the transmitting satellite, was remedied by installing several amplifiers to the reception dish located immediately outside the COW building.

One service which existed previously but is now unavailable to Riddle students is the weather satellite photos. According to Sobin though, this problem will soon be alleviated. As many students may know, the government recently awarded ERAU with a grant for the development of an Airway Science complex. With a portion of this money, school officials hope to further expand the new system by establishing additional weather-reporting capabilities within the future Airway Science facility. Within the complex would be machines which would provide parties with even more information than is presently available in the ERAU weather room.

By hooking into a mainframe computer on university connections or via personal computers by means of a weather room personal and students could access the accumulated information stored within the computer. Asked if the new equipment would be in operation within the next year, Sobin retorted, "I don't see why not."

On a more immediate note, over 84 students, faculty, and staff members are utilizing the Kavours information to predict the weather in a forecasting contest. Participants select high and low temperatures for a given day, in addition to rainfall probability. Figures are then compared to actual readings, and a tally sheet is printed listing daily and cumulative results. The contest is open to anyone in the university system, and as announced incidentally, some meteorology instructors are issuing extra-credit for students involved in the ongoing event.

The Airway Science meteorological facilities will also allow Embry-Riddle to tie into National Weather Service radars around the country. This would give pilots the opportunity to "dial up"

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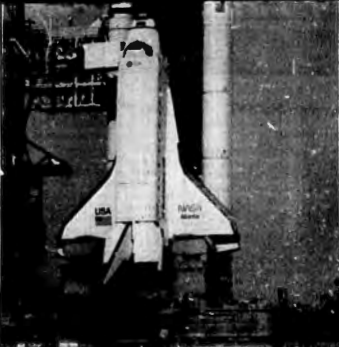
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Ready to go...

The Space Shuttle Atlantis stands poised on pad 39-B during late weeks practice launch and simulated ascent. Youngest of the three orbiters, Atlantis was rolled back into the VAB Friday night. For more on the testing, see page 8.

Aeron photo by Bruce Haddock

## Voyager flies above the high desert

Aircraft set to launch Nov. 28 on flight around the globe.

MOJAVE, Calif. (AP)—The experimental Voyager airplane took a test flight today to assess the performance of a new pair of propellers in preparation for what's hoped will be history's first unrefueled flight around the world.

"Everything's going normal, the takeoff was normal," said project spokesman Peter Riva after the takeoff at 8:20 a.m. from Mojave Civilian Flight Test Center.

It was the second test of two new propellers installed on the unusual lightweight plane after an earlier model propeller split in flight. The testing has been delayed by bad weather over the airport in the desert 60 miles north of Los Angeles.

Pilots Dick Rutan and Jeanna Yeager and their support team have chalked in Nov. 28, weather permitting, for start of the first flight. They are on an aviation record by attempt on an aviation record by

flying Voyager around the world without refueling.

The fragile plane was built of high-tech, lightweight materials by a private group at Mojave especially for the record try.

It has two engines, one pulling and one pushing the craft. Both engines are used at takeoff and then one is shut down to conserve fuel.

The crew tested a pair of aluminum propellers which can

be varied in pitch to make the plane speed up or slow down while the engines run at a constant speed.

They planned to practice emergency procedures and then check the plane's handling characteristics under light loads, Riva said. The latter test is to prepare them to fly the plane toward the end of their record attempt, when the fuel is nearly exhausted.

television host David Hartman as co-pilot.

The first pilot (trained by Orville and Wilbur Wright, Walter Beekings, will be inducted into the First Flight Shrine—located in the Visitor Center at the Wright Memorial after Yeager and Hartman land at Kitty Hawk. Inductees are honored for

achievement in aviation or major contributions to aviation, O'Brien said.

The first flight event is co-sponsored by the National Park Service. Descendants of people who witnessed the Wright Brothers' first flight in 1903 are also expected to attend, O'Brien said.

## Yeager to break another record

KITTY HAWK, N.C. (AP)—Chuck Yeager, who was the first pilot to break the sound barrier, will attempt to set a speed record from Edwards Air Force Base to Kitty Hawk next month during a first flight celebration, officials say.

Yeager will leave Edwards Air Force Base in California in a Piper Cheyenne 400 LS and arrive in North Carolina about 4 1/2 hours later, Gene O'Brien, managing director of the First Flight Society said.

The First Flight Society will mark their 50th anniversary Dec. 17 with Yeager's flight from California to the airstrip in Kitty Hawk.

Yeager will make the flight with "Good Morning America"

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Contributions dedicated to

See ERAU, page 12

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this Spring transfer. General Electric. The company is, however, reasonably confident that the co-op will be offered again if a new contract is acquired.

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# Contributions dedicated to renovating recreation areas

By John Getty

When students return from the '86 Christmas break, they will find yet more changes to the university including free use of the racquetball courts and other renovations designed to make student's more enjoyable.

According to Dean Rockett, Dean of Student Affairs, the ERAU racquetball courts will be free to students, faculty and staff. The token system will be retained to work the lights in order to save on converting to the new system and to "keep outsiders off our courts." Students will obtain tokens from the recreation office when they reserve the courts.

Also new for the Spring will be 45 more lockers for the maintenance area and 320 additional bicycle slots at the

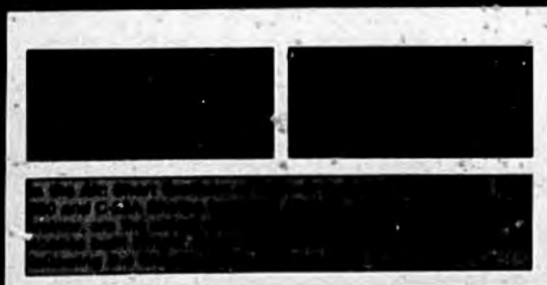
University Center and at the dorms.

The administration also has plans to refurbish the basketball courts at Apartment Complex I and construct two new basketball courts on campus. The new courts will be located by the dorms and will be enclosed in fence and lighted.

The University will buy new lounge furniture for Apartment Complex I along with color TV and it will reconstruct the Fitness Trail around campus.

These improvements arise from the Chancellor's desire to improve things for students on campus. The Golden Eagles Fund, contributions to the university, will be used to pay for these renovations. This money has been approved to be used for these projects and awaits the acquisition of bids by the Housing Department before construction begins.

## Avion features



# This is the end

Another day, another dollar, another trimester and another few thousand dollars down the old chute.

The parking conflict/traffic/recurring situation seems to have caused the most amount of mental anguish among students, faculty, and staff this trimester and still continues to do so, even today. The parking design itself would baffle the most prominent maze-masters in labyrinth construction — it included a decrease in the number of parking spaces while at the same time making the new ones an average of three feet longer than is necessary. A limo fits nicely into one, but how many of us own a custom limo and drive to school in it? We know of one. Also, the Aviation Maintenance Technology (AMT)/Engineering parking lot, which could have helped with the parking dilemma, was turned into a giant grass extravaganza, and even that will be torn up in four to five years.

Another interesting decision that the University decided to implement was mandatory advisement for ALL students. We don't know about the rest of the student body, but we here at the Avion feel that most can advise themselves better than some adviser can. Point — the Humanities instructor giving guidance to an AMT student. How many times have we seen that? This, coupled with a foreshadowing of an increase in tuition for next Fall, only goes to prove that the Administration is never out of surprises for the students.

Much credit needs to be directed towards John Barrett and Chris Seckinger for their outstanding efforts this trimester. John was the key individual in restarting Call A Ride And Live (C.A.R.A.L.): Chris was instrumental in procuring the Student Government Association (SGA) Video Rental service this fall. This is a landmark endeavor, since it is designed to provide a service to the students, and also bring in revenue, rather than draining the coffers. What SAC has done is to take an originally meritorious idea and prevent it in a self-serving promotion by giving themselves a 50 percent discount after 4:30 p.m. Certainly, they can't rent the tapes after office hours, but shouldn't the discount be passed along to the student body rather than a small group of elected individuals?

As a point of interest, what did happen to the SGA-sponsored Faculty rating survey? Why can't the SGA office be open after business between the hours of 12 noon and 1 p.m.? After all the SGA office is staffed by 12 SAC representatives, one president, one vice-president, and one secretary. Representatives are in the business of representing the students of this university to the best of their ability. Has the Bzezinski administration provided these services to the best of their collective ability? Has Mr. Bzezinski's administration represented the students as best they can? When Mr. Charles Fournelle, Director of Business Affairs at Embry-Riddle, provided the Student Administrative Council with a system for car pooling to and from the school in an attempt to alleviate the parking crisis, they refused it. It seems that the only way that the SAC would be able to help the students is to help themselves. Maybe if there is anything left over, the rest of the students might benefit from the superfluous misgivings of the self-centered realm that the majority of SAC exists in.

On the more serious note, the Avion expresses it's deepest condolences to their families of the three students that have passed away this trimester due to different causes. — Ed N. Katsch

OUR GROSS OF F-4 OL PUMPS,  
MY FOR THERMOSTAT SCUM. MY  
WE BE OF ANY FURTHER ASSISTANCE,  
YOU COMPOFF, CALLOING, LUNATIC  
BARBARIAN, SIR...?

ONE AMERICAN HOSTAGE, O  
GREAT SATAN. A PLEASURE DOING  
BUSINESS, O FOUL AGENT OF  
THE GODLESS BLOODSUCKING  
IMPERIALIST CONSPIRACY...



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## Anyone Home?

To the Editor:

In the past few weeks, an alarming question has come to my mind: Does our SGA exist?

I ask this question since very little information has leaked to the students' knowledge about what the SGA is doing this semester. While I do not mean to criticize the SGA as they no doubt work hard, I am beginning to wonder what is really being done to solve their communication gap with the students (if they know one exists).

Although we do hear that the SGA is renting VCRs and t-shirts which is "luxurious" super to Riddle students, the questions that are plaguing my mind is what issues do the SGA stand for.

Unfortunately I was not here over the summer and I did not hear of his untimely demise.

The answers to these questions will do more of a service to me than free coffee. I feel it is not the job of 5,000 plus students to visit the SGA office and ask these questions. It is the responsibility of the handful number of elected representatives and officers to tell ERAU what is going on. Perhaps a newsletter or letter communication through the Avion might help!

Varus Nikore  
Box 1878

## Mad Victim

To the Editor:

test is enormous. To combat this problem, I have proposed a solution to this idiotic trend of terrorist activity.

If some terrorist (or desperate student) happens to call in a bomb threat while I am taking a test, tough! I ain't leaving the building for anything! If the "A" building blows up, then at least I will hit the Peary Gates with explosive force. Besides, if the place blows up, I'll be one of the fortunate few who die in the blast.

Judging by the way the "A" building is usually evacuated, most would probably die from being hit by all the debris from the blast. Personally, I would prefer instant death from the blast over being hit in the head by a flying brick.

I hope I never have to take such measures, but with the

## Its ok to Walk

To the Editor:

A great deal has been said about the parking problems that have cropped up this trimester. I certainly agree that additional parking would be a relief, but that is not in the plans for the near future. For now, however, I have accepted the fact that I may spend a few extra minutes searching for a parking space. Nevertheless, I can always manage to find one. Even during peak class times. Most other students have also accepted this reality, and have adjusted to accommodate the problem (arriving a bit earlier, carpooling, etc.). There are a few people, however, who

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Representatives are in the business of representing the students of this university to the best of their ability. Has the Bzezinski administration provided these services to the best of their collective ability? Has Mr. Bzezinski's administration represented the students as best they can? When Mr. Charles Fournelle, Director of Business Affairs at Embry-Riddle, provided the Student Administrative Council with a system for car pooling to and from the school in an attempt to alleviate the parking crisis, they refused it. It seems that the only way that the SAC would be able to help the students is to help themselves. Maybe if there is anything left over, the rest of the students might benefit from the superfluous misgivings of the self-centered realm that the majority of SAC exists in.

On the more serious note, the Avion expresses it's deepest condolences to their families of the three students that have passed away this trimester due to different accidents: George N. Katsch, William C. Kenney, and Duane R. Williams. Their dream was aviation. In this university the means of realization for that dream. We may remain stuck step forward, in whatever field, making that dream a reality — for ourselves, as well as for them.

It has been a trimester of change, from the student corner down to the administrative base. It's been a trimester of change. What will be the end result? Time, of course, will tell. Certainly, there is room for improvement. Where should it begin? In our own backyards...

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Although we do hear that the SGA is renting VCRs and t-shirts which is "luxurious" super to Riddle students, the questions that are plaguing my mind is what issues do the SGA stand for.

We have not heard what points concerning students were discussed at the recent Board of Trustees meeting nor what happened to the several thousand dollars that disappeared from the SGA budget — the students money.

Probably the biggest question on my mind is what happened to Prekash, our elected president?

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I hope I never have to take such measures, but with the recent rash of bomb threats, it seems likely that I may have to. For anyone who doesn't take me seriously, go ahead — make my day!

Tim Meshgiposh  
Box 7122

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# Avion

Funded by: the Students of Embry-Riddle  
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THIS IS YOUR FAVORITE AND THE MOST OF THE AVION... THIS ONE.

THIS PROBABLY TO THE BEST OF THE AVION... THIS ONE.

AS YOU CAN SEE, THE AVION... THIS ONE.

ANN AID... BOOM! HE... THIS ONE.

NOT ENOUGH... THIS ONE.

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This week's staff: Tim VanMilligan, Pat Bellport, Dave Rovka, Rick Grey, Tim Haas, Larry Silver.

The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body. Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed if provided they are not obscene, or libelous. Letter writers shall continue themselves to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editorial Board members are: Mark Stern-Montagony, Bill Fisher, Allen Berg, Richard Calvert, Brian Nicklas, John Getsey, Peter Merlin, and Rich Clarke.

The Avion is an Associated Press member newspaper, and subscribes to the Campus News Digest and College Press Service. The Avion is a member of the Columbia Scholastic Press Association, College Media Advisers, and the Associated Collegiate Press.

The Avion is produced by a volunteer, student-journalist staff weekly throughout the academic year and bi-weekly throughout the summer. The Avion is funded through a student government fund and the university.



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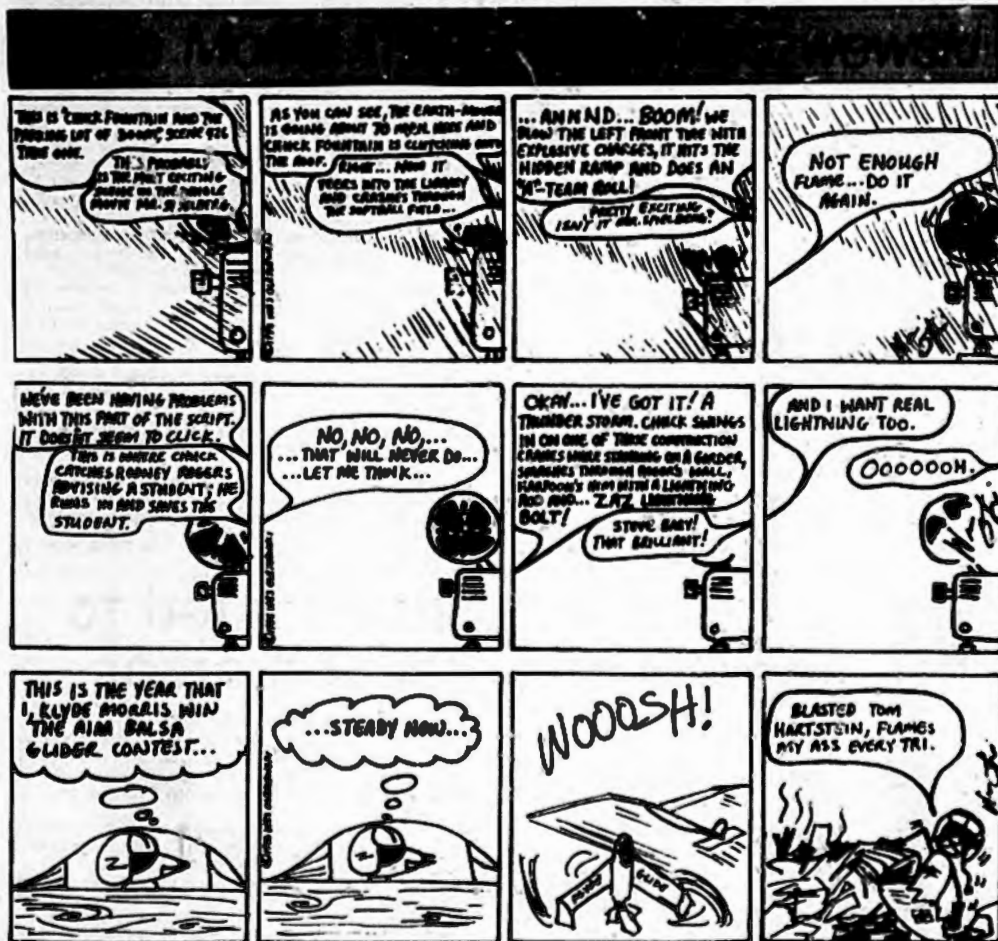
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I hope I never have to take such measures, but with the recent rash of bomb threats, it seems likely that I may have to. For anyone who doesn't take me seriously, go ahead — make my day!

Tim Meshginpoosh  
Box 7122

are a few people, however, who feel it is their inalienable right to park within a five second walk to class, and that right justifies parking on the grass, dirt, or even in the traffic lanes of the lot adjacent to C and E buildings. The fact there are countless empty spaces in the far lot by Clyde

See LETTER, page 3



Funded by the Students of Embry-Riddle  
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This week's staff: Tim VanMilligan, Pat Bellport  
Dave Rovka, Rich Gray, Tim Haas, Larry Silver.

The opinions expressed in this newspaper are those of the majority of the Editorial Board, and do not necessarily represent those of the university, the staff of the Avion, or the members of the student body.

Letters appearing in the Avion do not necessarily reflect the opinions of this newspaper or its staff. Letters submitted may be edited for brevity and may be printed provided they are not lewd, obscene, or libelous. Letter writers shall confine themselves to a single topic. All letters must be accompanied by the signature of the writer. Names may be withheld on request at the discretion of the Editor.

The Avion Editor's Board members are: Mark Stern-Montagny, Bill Fisher, Allen Berg, Richard Calvert, Brian Nicklas, John Getsy, Peter Merlin, and Rich Clarke.

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Correspondence may be addressed to: The Avion, Embry-Riddle Aeronautical University, Regional Airport, Daytona Beach, Florida 32014. Phone: (904) 232-6561 Ext. 1082.

# Student Forum

The Avion asks:  
"What do you think of the mandatory advisement policy?"



**Stephen Abbeduto** - "A lot of the advisors really don't know much about the topics they are advising."



**Mark Mattia** - "It's a good idea for the freshman, but the upper classmen should be able to decide for themselves by this point."



**Chad Sanders** - "The freshmen need the advisement, but upper classmen should be able to decide for themselves."



**Jim Lockman** - "A lot of people don't know what classes to take. Some advisors offer negative advice."



**Doug Scherrer** - "For incoming students it's a good idea but afterwards we should be able to decide on our own."



**Sandy Bobba** - "I think it's a good idea, many students don't know what they should take."

## BLOOM COUNTY

by Berke Breathed



## LETTER

(continued from page 2)

width. There is certainly no ex- Response

achieve that goal. It is my desire ticular and all support industries field of aviation. The Strategic

## LETTER

(continued from page 2)

Morris Blvd. doesn't make any difference to them.

I am certainly not talking about those who search for a space to no avail and park illegally as a last resort. They are the unfortunate victims of poor planning by the University. My anger is directed at those few people who are too lazy to walk a little extra distance. At 7:30 this morning (Nov. 18), for example, with a majority of the far lot empty and even a dozen or so spaces open in the near lot, students continue to park in the traffic lanes, cutting road size to one car

width. There is certainly no excuse for this kind of behavior from college students. It is indeed unfortunate that most of us suffer because of the in-maturity of a few.

A recent editorial complained about ERAU's policy to "hand walk" us through advisement and registration. It stated that we should be responsible enough to take care of it on our own. How is the Administration expected to believe this when we cannot even park our cars responsibly? Come on, show some maturity!

Gautam H. Shah  
Box 6231

### Response

I have read the letters to the editor by Kim Storer and John Trombley and I am in the process of investigating the matter with the goal of a satisfactory resolution of the complaint. First, I would like to convey my regrets to all those who for any reason may have felt slighted by any Computer Science Department faculty member. I have been working hard to develop excellent rapport with our Computer Science Majors and welcome any suggestions that may help me

achieve that goal. It is my desire to make our CS students feel important, wanted and appreciated that they have chosen the Computer Science with Aviation Applications program at the Embry Riddle Aeronautical University (ERAU), Daytona Beach, Florida for pursuing their college education.

Since I joined the Computer Science Department at ERAU late past summer, the faculty of the CS department and I have been working tirelessly to make our Computer Science Program an outstanding program that serves the needs of the Aviation and Aeronautical industry in per-

ticular and all support industries and the government in general.

As you know, computer science is one of the fastest growth areas for this and the next decade. Almost every place of life on this planet is reaping the rewards of automation with computer applications. The most modern aircraft in civilian commercial field as well as in the military are using some of the most sophisticated computers with real time software. The FAA has recently released a fifteen year Research and Development Plan, mostly in the area of computer science, that will bring revolutionary advances in the

field of aviation. The Strategic Defense Initiatives (so called Star Wars program) is highly dependent on software reliability. The Internal Revenue Service is planning for electronic filing of the tax returns which will use a large Wide Area Network and sophisticated application of computer technology. The researchers are pushing the Computer Technology forward at a fast pace and the whole world is getting ready to use all the new advancements.

The Computer Science Program at ERAU is a dynamic program. See LETTER, page 12

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# Space Shuttle Atlantis completes test program

Emergency egress simulation brings end to seven-week series of measurements, training exercises

By Peter W. Merlin

An exercise to simulate the emergency egress of astronauts and ground support crew from the Space Shuttle and launch pad area completed a seven-week series of tests involving the orbiter Atlantis at Kennedy Space Center.

In the most extensive simulation of its type ever conducted, a seven astronaut crew boarded Atlantis as they would on a launch day. Shuttle Commander

Frank Culbertson and pilot Stephen Oswald were strapped in their seats when the alarms sounded. Five other astronauts were preparing to board the orbiter at the time. They included Mission Specialists Carl Meade, Kathryn Thornton, and G. David Low and Payload Specialist Pierre Thout and Jerome Apti. None of the astronaut crew has yet flown in space.

The "crisis" involved a fuel leak in the forward Reaction Control System module in the

nose of the orbiter. The crew and launch pad personnel donned oxygen masks and ran 15 emergency egress slides to evacuate the shuttle tower. For safety reasons, the baskets did not descend. In a real emergency, each basket would carry at least four people.

Frank Culbertson and three launch pad technicians were assigned the role of injured personnel.

After the baskets were released, officials called a timeout until all associated personnel could assemble at the slidewire termination area. The clock started again after the astronauts and pad crew took their positions in the baskets. Fire/Rescue personnel assisted "injured" into three armored personnel carriers (APCs) and two concrete blast bunkers just inside the pad perimeter.

After the astronaut crew emerged from the bunker and boarded an APC, all three vehicles conveyed out to the Shuttle Landing Facility. Helicopters flew two stand-ins to Florida Hospital in Orlando and Shands Teaching Hospital in Gainesville. Two others were taken by ambulance to Jess Parish Memorial Hospital in Titusville.

The exercise went well with only a few minor problems. An automatic water sprinkler system on the launch pad failed and had to be turned on manually. One of

the evacuation helicopters was grounded by a fuel leak. An APC carrying the astronauts broke down just outside the pad perimeter and the crew had to be picked up by the Astronaut Crew Transfer Van.

Even with a few glitches, officials called the exercise a success. "We learned a lot today," said James A. "Gene" Thomas, Shuttle Launch Director. Thomas said that the results would be studied carefully and necessary changes made before the next Shuttle flight.

Thomas also addressed the issue of the safety of the slidewire baskets. The baskets have never been tested with live passengers. Instrumented dummies and sandbags have been used for test purposes. "There is a move... to 'man rate' the baskets with volunteers," said Thomas.

The seven-week test program with Atlantis produced large amounts of data. One of the primary tests involved the new launch pad weather protection system. Data was also gathered on wind currents in the launch pad flame ducts to see if hydrogen gas could be trapped there in the event of a main engine shutdown.

During transport between the Vehicle Assembly Building and the launch pad, stresses on the solid rocket booster joints were measured. Engineers wanted to



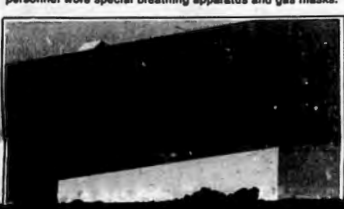
An armored personnel carrier prepares to leave the launch pad area and convey to the evacuation helicopters. This vehicle broke down just outside the launch pad perimeter.

find out if these stresses could have contributed to the Challenger disaster last January. According to Gene Thomas, the joint loads experienced during rollout are "no concern at all" with regards to safety.

Atlantis was rolled back to the

Vehicle Assembly Building on Saturday, November 22. The vehicle is expected to remain stacked in the VAB until early next year. No Shuttles are scheduled to visit the launch pad until Discovery is prepared for launch in February 1988.

Astronauts and pad technicians evacuate the slidewire basket termination area and enter a concrete blast bunker. Note that personnel wore special breathing apparatus and gas masks.



Airco photos by Peter Merloni

## Launch team performs practice countdown at KSC

By Brian Nicklas

As an opportunity for Kennedy Space Center launch team personnel to maintain launch proficiency, a simulated launch sequence was performed November 18.

The Terminal Countdown Demonstration Test (TCDDT) involved the KSC launch team, Mission Control Houston and a

few valves within the Atlantis even though certain hardware was missing.

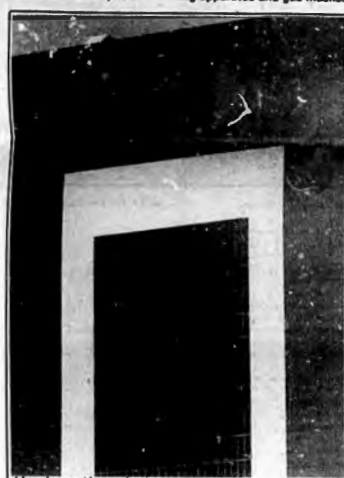
NASA spokesman Jim Ball explained that there was "more comfort" in stopping the count 25 seconds earlier than planned, and that NASA "lost nothing in

the quality of the test." Ball said further that the "people test" was a valuable experience, and that "the more the launch team does this, the more skilled they are for a real exercise."

The 61-C crew commented briefly on the exercise, pilot

Charles Bolden saying "I got some very good feelings crawling back into the vehicle." Asked about the next launch, Commander Robert Gibson said that the February 18, 1988 schedule is optimistic...it appears to be a 'do-able' schedule."

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Airco photos by Peter Merloni

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The Terminal Countdown Demonstration Test (TCDDT) involved the KSC launch team, Mission Control Houston and a five-man crew comprised of the NASA 61-C astronauts.

While the test took somewhat longer than anticipated and ended at the T-31 second mark instead of the planned T-5 second mark, the test met all the objectives planned for the event.

The orbiter Atlantis was not in a launch configuration, and this caused minor irritation to the count down sequence.

The software for the countdown was modified by "patches" designed to allow the count to flow smoothly without interruption. These interruptions would not have taken place had the patches worked as planned, nor would there have been hang-ups if the orbiter had been fully configured for launch.

Based on real-time measurements taken during the count, the decision was made by NASA engineers not to go beyond the T-31 second mark. This was done on the chance that the auto sequencer might operate

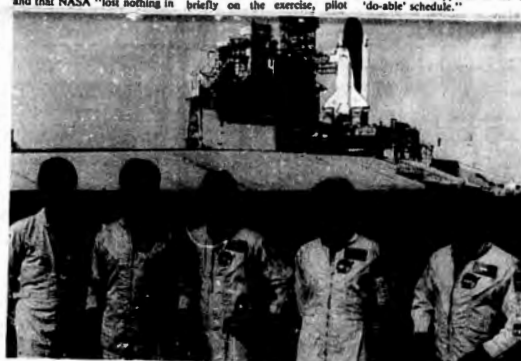
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The astronauts met reporters at launch pad 39B. From left to right: Steve Hawley, Robert "Hoot" Gibson, George "Pinkie" Nelson, Franklin Chang-Diaz, and Charlie Bolden.

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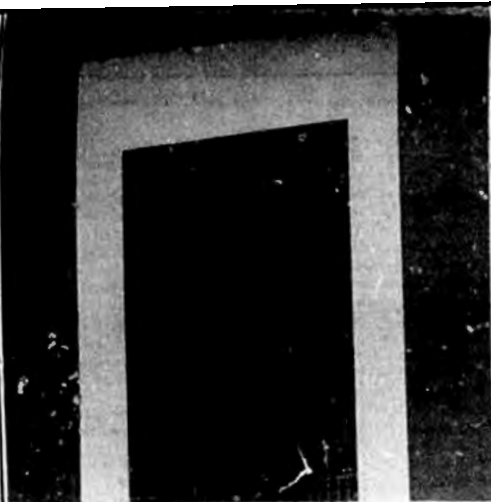
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He does the windows....

Aerial photo by Peter Martin

A worker at Kennedy Space Center cleans windows on the 525-foot high Vehicle Assembly Building at Complex 39.

and that NASA "lost nothing in briefly on the exercise, pilot 'do-able' schedule."

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Aerial photo by Peter Martin

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Waiting...

This Boeing PT-17 'Kaydet' awaits another flight into the skies around Daytona Beach. The PT-17 was the primary flight trainer in use by the Army and Navy during WW II.

## Howe to head NBAA

### National Business Aircraft Association

Jonathan Howe will become President of the National Business Aircraft Association (NBAA). He will assume this position on December 1, 1986, replacing John H. Winant who will retire from the NBAA on November 30.

Howe joined NBAA September 1 as President Designate. He had been a Federal Aviation Administration career executive since 1963. From 1981 until shortly before he came to NBAA, he was Director of the FAA's largest region, headquartered in Atlanta, GA.

Howe had served in a number of other positions in the FAA in Washington, DC, Seattle and Atlanta. For many years he held various legal posts rising in 1978 to the position of Deputy Chief Counsel of the FAA.

In 1980 and 1981 Howe was Deputy Director of the FAA's Northwest Mountain Region, where in addition to standard duties he was responsible for certification of major

U.S. transport aircraft and all foreign manufactured transport aircraft.

Howe is a native of Litchfield, Connecticut, and was a resident of several South American countries in his youth. He is a veteran of the U.S. Marine Corps, is married and has two daughters.

He is an Air Transport Rated Pilot and holds numerous ratings including Single and Multi-engine land and Flight Instructor. He has logged in excess of 6,400 hours of flight time. He has flown most single-engine and light-twin aircraft, turbo-prop aircraft under 12,500 pounds and holds a type rating in the Cessna Citation.

Prior to joining FAA, Howe had worked as a corporate pilot for Kaman Aircraft Co., and as an air taxi pilot.

His many honors and awards include recognition for his outstanding handling of all government litigation arising out of the worldwide grounding of DC-10 jets in 1979 for which he was given the Presidential "Distinguished Service" award by President Jimmy Carter.

### By Brian Nicklas

With the holiday season quickly approaching, it has come time to look about for gifts appropriate to an aviation aficionado's bookshelf. No 2 room-mate or flight instructor might like a little something to make up for the way you behaved all year.

**Fast Jets: A pilot's eye view** by Chris Allen. *Opsey Publishing / Motorbooks International, Ocala, FL. 120 pages, 121 color photos, 8 x 8 softbound. Price \$11.95.*

Chris Allen, whose photos and words comprise *Fast Jets*, is a Lightning pilot in the Royal Air Force. The photos which make up the book were taken during RAF training flights, or during flights or layovers with other NATO air forces. As a consequence, most of the photos have an "angle" to them that the man-on-the-street would have a hard time duplicating. Some photos of fighters in formation leave one with the thought that "This fellow Allan had better be in a two-seat aircraft!" Tight groups of Harriers, Hawks and Lightnings look splendid up against the European countryside, and help show that Allan has really found an avocation that suits him well.

**Skytruck 2** by Stephen Piercey. *Opsey Publishing / Motorbooks International, Ocala, FL. 128 pages, 147 color illustrations, 8 x 8 softbound. Price \$11.95.*

*Skytruck 2* is an essay devoted to the classics: Electras, Constellations and other classic propeller-driven airliners, and shows them in their heyday as the queens of the skies, but at today's cattle-haulers, fire-bombers and tramp airliners.

Stephen Piercey was probably one of the finest aviation photographers of recent years, and he spent a lot of time taking pictures of his favorites - "prop" planes - in flight, while doing his job...taking photos.

This companion book to the previous *Skytruck* follows on with more from his vast collection, pictures taken in Arizona, California, Florida, Brazil, India and elsewhere. Some of these photos are of planes in fine shape, maybe the paint is peeling, but they still see everyday use. Others, sadly, are of derelicts waiting for the torch to turn them into soda cans. If you know someone who spends time around the backside of airfields just looking and thinking, *Skytruck 2* is for them.

**B-47 Stratofortress: D&S Vol. 18** by Alwyn T. Lloyd. *TAB / Aero Books, Blue Ridge Summit, PA. 72 pages, 127 B&W photos, 30 color photos, 8 1/2 x 11 softbound. Price \$7.95.*

The jet bomber that lead the modern jet era is the subject of a fine book by Al Lloyd, an engineer with the Boeing Company. Lloyd shows an intimate look at a sweep-wing jet that helped lead the way for such Boeing products like the B-52 and B-70. Included with the book are reviews of plastic models of the B-47, as well as detail drawings of the minutiae that comprise such a machine.

**A-10 Warthog: D&S Vol. 19** by Dana Bell. *TAB / Aero Books, Blue Ridge Summit, PA. 72 pages, 109 B&W photos, 36 color photos, 8 1/2 x 11 softbound. Price \$7.95.*

With production of the A-10 over, books on the Warthog can now cover all the details on this tank-breaker. Bell is one of the most knowledgeable people on the A-10, and he has uncovered information on the plane equal to it's size. A great book for the AFKOTC types with the right "ciao."

**B-17 Flying Fortress: Part Three: D&S Vol. 20** by Alwyn T. Lloyd. *TAB / Aero Books, Blue Ridge Summit, PA. 72 pages, 176 B&W photos, 31 color photos, 8 1/2 x 11 softbound. Price \$7.95.*

If you know someone who likes the "Fort," then this book might show them some variants of the B-17 that they had never seen before. Drones, freighters, weather-ships and photo-recon -17s are all given a good look.

Al Lloyd, who concludes a three-part series on the Flying Fortress. **Splitfire: Aeroquide Classics No. 2** by Ray Rimell. *Aero Publishing, Ltd., Vista, CA. 32 pages, 78 B&W illustrations, 8 1/4 x 11 1/2 softbound. Price \$5.95.*

A quick look at a real beauty, the Spitfire. Lots and lots of good photos, perfect for someone building a Spit of their own, regardless of the size.

**Grumman X-28: Aeroquide Special** by Bill Gunston. *Aeros Publishing, Ltd., Vista, CA. 36 pages, 62 B&W, 8 color illustrations, 8 1/4 x 11 1/2 softbound. Price \$5.95.*

This book gives the first real over-all look at the newest of the "X" planes, the Grumman X-28. The only noticeable thing about the X-28 is that it seems to escape notice by virtue of its dependability. After making news over it's unique wing, the plane went to work, leaving unbelievers in the forward-swept wing behind. Gunston details the aircraft completely, leaving only the latest: happenings to those who see the program constantly.

**Lockheed F-94 Starfire** by Rene Francillon & Kevin Aveney. *Aero Publishing, Ltd., Vista, CA. 40 pages, 144 B&W photos 10 color photos, 8 1/2 x 11 softbound. Price \$5.95.*

The F-94 Starfire was an all-weather fighter that sprang from a need for such a craft, and the need was such that Lockheed modified the T-33 somewhat to make what would suit the Air Force at the time. The Aero Publishing series is noted for an excellent aircraft history, and wonderfully sharp photos of details and full aircraft. This book continues in

this tradition. **Dassault Mirage F1: Aeroquide Minigraph 17** by Rene Francillon. *Aero Publishing, Ltd., Vista, CA. 40 pages, 146 B&W photos, 32 color photos, 8 1/2 x 11 softbound. Price \$5.95.*

Few aircraft outside those made in the U.S. or Great Britain have much written about them, and as a result, the usage of many aircraft goes uncovered. The Mirage F1 is one of the planes that many smaller air forces use, but little seems available about it or those units that use it. Not only does Francillon show all the French units that are equipped with the F1, but he also covers such noteworthy air forces such as those in Libya, Iraq and South Africa. Covering all variants of the F1 and the types history, Francillon shows much about an important fighter.

**Ju 87 Stuka in Action: aircraft no. 71** by Brian Filley. *Squadron / Signal Publications, Carrollton, TX. 58 pages, 183 B&W photos, 13 color illustrations, 8 1/4 x 11 softbound. Price \$3.95.*

The Stuka is one of the most infamous aircraft of all time, and it would seem that there could not be any more photos of it to be found that have not already been published. Not only are the majority of the photos in this Stuka profile unpublished, but Filley has written a text that discusses some features of the plane in a manner that make this a worthwhile addition to anyone's library as far as World War II aircraft are concerned. Some of the more unique photos show Hungarian Air Force "A" model Ju 87's in flight, or Stukas towing DFS 230 troop gliders. As usual, the standard excellent coverage from Squadron / Signal.

Review copies courtesy of the publishers, where the books may be ordered direct.

## PHOENIX EAST AVIATION

In 1980 and 1981 Howe was Deputy Director of the FAA's Northwest Mountain Region, where in addition to standard duties he was responsible for certification of major

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Cessna 152	
Cessna 172	
Cessna 172 RG (IFR, Complex)	
Cessna 177 RG (IFR, Complex)	
Piper Archer (IFR)	
Piper Arrow (IFR, Complex)	
Piper Seminole (Multi-Engine)	
Piper Twin Comanche (Multi-Engine)	
Cessna 402A (Multi-Engine)	
Navajo Chieftain (Multi-Engine)	

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## Karl Rosen satifies crowd

By Hendry Bates  
Avion Staff Reporter

Well, for those of you who didn't know, Friday was the last *Attitude Adjustment* for this tri-estimator, and unlike some things at this school, this adjustment was done right and in grand style.

It earned Karl Rosen, a man who is not unfamiliar to "The Flight Deck." Karl delighted a packed (and slightly bored) Flight Deck crowd with his own brand of humor and musical talents.

From humorous impressions of other singers like Stevie Nicks, (who he sounded like) to jokes ("I love dogs. If one comes near me, I let it live"), to singing popular tunes like "Big Shot" and "Rockets Man" and some of his own songs like "Lash Key Husband." Karl Rosen can do it all and do it well (which is the secret of a good performer).

Even though it was not Karl's first

visit to ERAU, people still laughed at his jokes and cheered his piano playing. Karl took time in his show to promote his new album, and he even sold copies during his performance. One of the funniest things he did was "the Embury-Riddle Percussion Section" which is where he got four students, two male and two female, and gave them a tambourine, a cow bell, a wood block, and a set of maracas played percussion to "Get Back" by the Beatles. The crowd joined in by clapping their hands and it was a good time for everyone involved.

I will admit that this is the first *Attitude Adjustment* that I have been to, but if this show was representative of the quality of shows the Entertainment Committee can provide the student body with, (which I am sure it is) I am looking forward to next trimester.

It was one heck of a show to end the tri. And for those of you who missed the show, as Karl Rosen said "TOUGH!!!"

## The C-172 gets a new ejection seat

By Gary Anderson  
Avion Former Staff Reporter

(Ed: The following is a story written by an Avion staff member way back in 1978. We hope that you enjoy reading it, as much as we enjoy re-reading it again 17 years later. You may or may not notice it, but all the articles on this page were set on the new laser printer that we have acquired here at the Avion.)

Embury-Riddle's crack engineering department has done it again by devising an ejection escape system for the Riddle 172's. The final flight tests were completed last week by test pilot Anuro Grinwald of the Air Science Department, who is yet unaccounted for.

The program has been three years in the works and has suffered several major setbacks along the rocky road to success. Special recognition goes to Can McQuid, Ian Collins and Joe Rubel who were seriously injured when Mr. Brewer tried to hammer a group of

explosive bolts into the cockpit.

Fortunately, several bugs were discovered in last weeks test before the system went to mass production.

Although the seat itself worked well; the absence of a canopy clearance mechanism made the initial ejection extremely uncomfortable for the test pilot. However, the engineers were quick to point out that "Now there's a real new hero in the roof."

The final major problem was a difficulty encountered in procuring a test pilot due to an apparent reluctance on the part of the pilots to cooperate. The clever engineers solved this by disguising the test ship as a regular instruction plane and posing a "DO NOT TOUCH" sign on the ejection button.

(Judging from his estimated rate of fall, curiosity got the better of Grinwald at about 3000 feet.)

We are happy to report that the chute system almost worked and Mr. McQuid called it "the prettiest streamer I've ever seen." Grinwald was awarded a free skydiving lesson by the parachute club (posthumously).



## Your Horoscope for this week; the stars are against you again

**Aquarius (Jan 20 - Feb 18)** You have an inventive mind and are inclined to be progressive. You're a big, fat, far. On the other hand, you are inclined to be careless and impractical, causing you to make the same mistakes repeatedly. Everyone thinks you're a ripe turkey.

**Pisces (Feb 19 - Apr 20)** You have a vivid imagination, often believing you're being followed by the CIA or FBI, although you have a minor influence over associates, people resent you for flaunting your power. You lack confidence and act like a whimp. Pisces have fun with small animals.

**Aries (Mar 21 - Apr 20)** Holding most people in contempt, you are the pioneering type. Quick to temper and impatient, you scorn advice. Some call you a bonehead.

**Taurus (Apr 21 - May 20)** Practical and persistent, you have a dogged determination and work like hell. Most people believe you are stubborn and bullheaded, but, actually you're a slimey, card carrying Commie.

**Gemini (May 21 - June 20)** You are quick and intelligent, but can only read at the level of an eighth grader. People like you because you're a mutant. Wanting as much as you can whenever you can, your friends call you cheap and dirty. Geminis are notorious lechers.

**Cancer (June 21 - July 22)** You are sympathetic and understanding of other peoples problems. They think you are a sucker. You are always putting things off. That's why you will be on Welfare and never amount to anything.

**Leo (July 23 - Aug 22)** You consider yourself a born leader. Others think you are pushy. Most leos are bullies. You are vain and cannot tolerate honest criticism. Your arrogance is disgusting. Leos are always obnoxious groundings.

**Virgo (Aug 23 - Sep 22)** You are the logical type and hate disorder. This nil picking is sickening to your friends. You are cold and unemotional and often fall asleep while picking your nose.

**Libra (Sep 23 - Oct 22)** You are the artistic type and have a difficult time with reality. If you are a man, you are more than likely a dog hater. Chances for employment and monetary gains are excellent. Most Libra women are excellent mechanics. All Libras die of boredom.

**Scorpio (Oct 23 - Nov 22)** You are shrewd in business and cannot be trusted. You shall achieve the pinnacle of success because of your total lack of ethics. You are a knob. Most Scorpions are murdered.

**Sagittarius (Nov 23 - Dec 22)** You are optimistic and enthusiastic. You have a wreckless tendency to rely on luck, since you lack talent. The majority of Sagittarians are unemployed telephone sanitizers. People laugh at you a great deal because you are always getting the short end of the stick.

**Capricorn (Dec 23 - Jan 19)** You are conservative and afraid of taking risks. You don't do much of anything and are lazy. There has never been a Capricorn of any importance. Capricorns should avoid standing still for a long period as they tend to attract flies.

When a company's primary reason for making people in contempt, you are the pioneering type. Quick to temper and impatient, you scorn advice. Some call you a bonehead.

Chances for employment and monetary gains are excellent. Most Libra women are excellent mechanics. All Libras die of boredom.

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## ■ Mathematics Corner

By Dr. Shrinivas S. Dalal  
Mathematics Department

These are the answers to the problems of the mathematics corner that ran in the November 12th issue of the Avion newspaper.

### —On The Top Of The World—

The correct answer is 3 airplanes.

### Dynasty

Answer: 7500 pairs of shoes  
1000 hats  
1000 dresses  
500 minis

### Surf's Up

100 lbs (approximately) is the buoyancy of the surf board  
For Complete solutions, please send addressed envelope to:

Mathematics Corner  
Dr. Shrinivas S. Dalal, ext 1486  
Mathematics Department  
ERAU

Note: If you have some interesting or exciting ideas about mathematics, please send them to the above address. Your participation is highly appreciated.

\* Thanks to the students, staff, and faculty for enthusiastic participation in Mathematics Corner. I wish you a prosperous new year. See you in the Spring of 87.

### ■ Where Am I?

The Winner from two weeks ago was incorrectly identified as Richard Clark, when it should have been Alan McAdams. There was no winner from last week's mystery photo, so our Photo Technician, Tim Hase, wins the contest by stumping everybody with his photo of some vent pipes on the top of the building next to the AFROTC building and the tennis courts.

### ■ AERO-PLANE IDENTIFICATION

Our winner of last week's contest is Kin Wong, who identified the plane as a ME108B (Twin Argus).

## ■ NOTICES

### ■ December Graduates

If a prospective employer requests an official transcript for a job interview, we must have a written request from you before that information can be released. Remember that official and unofficial transcripts require financial clearance. Official transcripts are \$2 per copy.

In accordance with the University policy, as stated in the Graduation Requirement section of the Embury Riddle Aeronautical University Catalog, effective immediately all students will be required to have successfully completed all of the required courses and financial obligations before they will be allowed to participate in graduation ceremonies. This includes all degree required flight courses. A student's last flight course must be completed prior to the date and time that senior grades are due in the Office of Registration and Records in order for that student to participate in that graduation ceremony. Students completing any required courses (flight or academic) after that time will be eligible to participate in the next graduation ceremony. Those students completing after the specified deadline will follow the schedule below for ceremony participation.

### ■ Career Center Events: Interviews

Hudson General Aviation Services will be interviewing on campus for Management Trainees on Dec. 4 and 5.  
Requires a BS in Aviation Management/Aviation Administration, and a minimum GPA of 3.0. They will be prescreening resumes.  
Interested students should bring their resume to the Career Center no later than Nov. 20.

Patriot Aviation of Bedford Mass. will be interviewing on campus for full-time CFII's. They operate a Part 141 flight school and currently employ about 250 flight instructors. They will consider Dec. 4 and experienced flight instructors. Their flight instructors get about 1000-1200 hours per year. Interviews are Wednesday, Dec. 3. SIGN UP NOW in the Career Center.

FAA will be recruiting on campus for the following degree program: BS/MS in Aeronautical Science, Air Studies, Aviation Technology, Aviation Administration, Aviation Management, AMM, and Professional Aeronautics. Sign up for interviews will be from Nov. 10, 1986 to January 5, 1987. Interviews will be January 13 thru 16, 1987.  
SIGN UP NOW in the Career Center.

Notes: The Career Center will have minimal services from Dec. 1 thru Dec. 12 due to remodeling. A first week will be located in the Faculty Staff Lounge. There will be staff on hand to answer the phone and answer students' questions.

### ■ April 1987 Graduates

April graduation applications are now being accepted in the Registration and Records Office for those students anticipating April degree completion. Each student will be given a preliminary graduation evaluation in order to help prepare for a smooth degree completion. Any adjustment to one's registration can be done during the open or regular add/drop period.

The Student Activities Office will be accepting names through Dec. 3 of those April Graduates interested in being on the Senior Class Council, an organization meeting will be held before the end of the third trimester to review the goals and objectives of this group and to begin planning events. Please submit your name, box number and phone number to the Student Activities Office.

### ■ Break Schedules

Jack R. Hunt Memorial Library  
Wednesday, Nov. 26 the library will be open 7:30 a.m. to 5 p.m. Thursday and Friday, Nov. 27 and 28, the library will be closed. Saturday and Sunday, Nov. 29 and 30, the library will return to its regular operating hours.

### Graduating Seniors

All materials checked out from the Library must be returned prior to 5 p.m. Dec. 11 or your diploma will be held until all items are returned.

### Student Body

All library items are due Dec. 11 at 5 p.m.

### Exam schedule

Friday, Dec 5	7:30 - 11:00
Saturday, Dec 6	8:00 - 8:00
Sunday, Dec 7	1:00 - 11:00
Mon. - Wed., Dec 8 - 10	7:30 - 11:00
Thursday, Dec 11	7:30 - 10:00
Friday, Dec 12	7:30 - 6:00

### PC Lab

### Christmas Schedule

From Dec. 15 through Dec. 24 and from Jan. 2 through Jan. 7, the library will be open from 5 a.m. to 5 p.m. closed on weekends, and Dec. 25 through Jan. 1.

The IBM PC Lab will be closed Thanksgiving day but will be open regular hours Friday, Saturday and Sunday.

### ■ Leadership and Involvement award

The Student Government Assoc. is accepting nominees for the Leadership and Involvement Award for the Dec. 1986 Graduating Class. The application will be available in the SGA Office on through Wednesday, Nov. 26. If you or someone you know has been heavily involved in fraternities, clubs or organizations on or off campus, as a leader, or participant, you may be eligible for this award. The presentation of this award is made at the Friday Night Graduation Social, Dec. 12, the SGA President.  
Apply now!

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## Foreign student gains valuable experience during Co-op work

By Ian Redhead  
Trinidad

I believe that it is in every student's best interest to get as complete and rewarding an education as is humanly possible. It is with this idea in mind, that I recommend to all students, and even more so to the foreign students, that you take advantage of the opportunity that is available to you through the Co-operative Education Program.

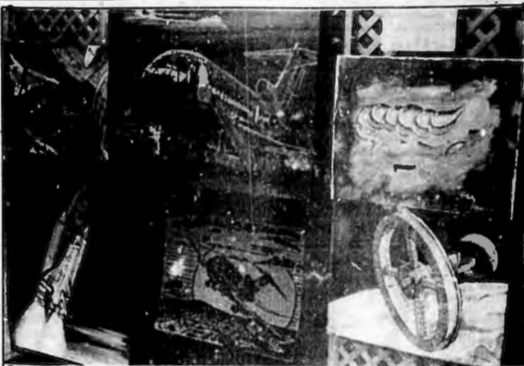
To the best of my knowledge, when I first came to Embury-Riddle, there were no co-op positions offered to foreign students. Fortunately for us now, things have changed for the better. Foreign students are now able to apply, and in many cases, secure co-op jobs not only in the USA, but also in some instances in their own home countries.

From my own personal experience, I believe that a co-op job is a very good way to take a realistic look at the industry into which you are hoping to enter as a part of. My co-op job was at Philadelphia International Airport and I was placed in real life situations and allowed to see whether or not I was equipped to handle them. I was able to put some of my untested knowledge to the test and I

also had the opportunity to learn from some very experienced co-workers. My co-op job also allowed me to see many industry n'at aspects that I had not thought about before.

My co-op job was, for the most part, a very positive experience, but please do not think that everything is smooth and easy. A co-op job is very much like a real job in that it can be a lot of work and very demanding. The student may be required to find housing in a strange city and face many of the realities of real life, some of which can be escaped while in college. You are required to work together with many different individuals, all of whom you might not see eye to eye with on all things. In some cases, you will come across someone who tries to make life and work very difficult for you; such is life.

All things considered, I believe that students should try and secure a co-op job at some point in their educational program. I will hand on a piece of advice that was given to me by another student: "Be the subject of co-op education came up. He said, 'go for it, what do you have to lose, you will learn a lot, reap many benefits and the experience is invaluable.'"



The paintings in the photo above are part of an exhibit by Grigoriy (Greg) Chrysostomides, who is an ERAU Engineering Student from

Greece. The art show was one of the many attractions of International Day 1986 which was held in the U.C. on November 8, 1986.

## NAFSA provides students with educational services

National Association of Foreign Student Affairs helps exchange students from 50 different countries

By Rashid Riaz  
Pakistan

Do you know what NAFSA is? Most students when posed with this question, especially at an Aeronautical University like ours, would tend to think of NAFSA as an organization affiliated with NASA (National Aeronautics and Space Administration). However, NAFSA is an entirely different association concerned with the welfare of foreign students.

This article is written with the intention of providing some insight to the students, especially foreign students about NAFSA

and its activities.

NAFSA stands for National Association of Foreign Student Affairs. It is a non-profit membership association that provides training information and other educational services to professionals in the field of International Educational Exchange. Its 5,000 members, from every state in the United States and more than 50 other countries, make it the largest professional membership association concerned with the advancement of effective international educational exchange in the world.

The number of students enrolled in colleges and universities in

the USA today is approaching 350,000.

For nearly four decades, NAFSA has provided training for individuals working with foreign students coming to the U.S. and U.S. students studying abroad; thus, increasing the ability of U.S. institutions of higher education to respond to the administrative and academic complexities of the expanding exchange program.

NAFSA provides those involved in the exchange process with: 1. Consultation, workshops and in-service training to strengthen services to foreign students and scholars on U.S. campuses. 2. National and regional con-

ferences to share information and expertise.

3. Information services dealing with all aspects of International Educational Exchange.

4. Project funding opportunities for individuals and institutes for enrichment, analysis and research.

5. Liaison and representation with U.S. government agencies and other educational associations.

The Association membership stands at 5,000 members including representatives from more than 1,300 colleges and universities, which enroll almost 80 percent of the foreign students

in the U.S.

NAFSA is supported through dues and program activities of its members and grants from U.S. agencies, foundations and corporations.

The association has produced more than 800 publications and audio-visual presentations on all aspects of working with foreign students at all levels.

The Association believes that International Educational Exchange has a crucial role to play in facilitating communication and understanding among citizens of different countries, so that they can be more effective in an increasingly interdependent world. NAFSA openly invites in-

dividuals and organizations to join in the work of associations to actively advance the interest in the International Educational Exchange field.

The Director of Foreign Student Services, Ms. Peggy Lee recently attended a NAFSA conference in Charlotte, North Carolina along with Terrie Davis, Immigration Advisor.

A full length article will be appearing shortly in the on-campus publication "Beyond-The-Horizon" concerning this conference in which some very interesting, and...important developments took place.

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# Sigma Chi

By Steve Avashian  
Chapter Editor

Although the fall trimester is rapidly coming to a close, there is still much going on at Sigma Chi. The Pledge Brothers are working hard on their projects which will soon be completed, the Little Sigmas are finalizing plans for the new building to be installed in front of the house, and the Brothers are working hard at helping to prepare the Pledge Brothers for their goal of initiation.

Last week the Brothers, Pledge Brothers, and Little Sigmas visited the Eta Pi chapter of Sigma Chi at UCF for a 'reunion' which will not soon be forgotten. It was a great meeting for the new Brothers as well as a great reunion for our older Brothers as well. Aside from the 'reunioning', we had one hell of a party that literally lasted all night, or at least until Orlando's finest forced us to leave. All in all it was a great time and we look forward to them visiting us for Spring Break.

Sigma Chi had a great trimester this fall and we can only

hope that the Spring tri will go as well. The parties that we had this fall were the main reason for its success and so the Brothers congratulate Larry Hestberg for the great job he did as Social Chairman this tri. Brother Mario Souto 's' did an excellent job at organizing the White Row Ball, and it turned out to be yet another success for the chapter. Great job guys!

The Brothers and Little Sigmas will rise to any challenge posed by WORTHY OPPONENTS. We are number 1, but don't be afraid to try!

## SENIOR

Senior  
Class Council

By Gautam H. Shah  
Council Writer

A special thanks to everyone who made contributions to the Stevie Wonder and Jimmy Buffet concerts. The money we raised will go a long way toward paying for the new hardwood sign at the Catalina Avenue entrance and for our senior party.

While the Senior Class Council has raised a sizeable portion of the funds required for both the project and the party, we would gladly welcome direct donations from students. Remember, this sign will be a gift from the entire Fall 1990 class, so we ask you to please give us your support.

Funds raised will also go toward paying for the senior party. The party will be Thursday, Dec. 11 at the Plantation Club from 7 to 9 p.m. Drink specials

will be continuing after nine. Tickets for the party will be on sale at cap and gown pick-up.

For all those who have textbooks that you will no longer be using, please consider donating them to the senior class. The Council will have a table in the U.C. during exam week to collect them. Proceeds will go towards the aforementioned project and party.

Two weeks left — let's make 'em count!

## SCUBA

Scuba  
Club

By Jason Couture  
Club Writer

On the night of the 17th, ten students got together to discuss the future plans of the Scuba Club. Sunday, Nov. 23 a handful of the members are going to dive at Blue Springs. It will be a one tank dive, but an almost all day affair with possibly a little canoeing afterwards.

With Thanksgiving quickly approaching, the trip to the Keys got a little fine tuning. Current plans are to leave Friday and spend two nights, with plenty of boat dives, most likely wreck dives and night dives.

Saturday, Nov. 15 two members attended a trip that took them to Crystal River. They made two dives, one before and

one after sunset. The club will most likely sponsor a trip during the Spring trimester.

For those students interested in becoming certified, Atlantic Scuba offers a course to our club members at a discounted rate. The course runs for two weeks on Tuesday and Thursday nights from 7 to 10 p.m. and costs \$129 instead of the regular \$195.



Lady in waiting...

This Canadair Challenger waits gracefully on the tarmac. Owned by the Brunswick Corporation it seems the Daytona Beach Regional Airport is almost forlorn sitting on the tarmac.

Aeron photo by Mark Stern-Montgomery

## Sigma Phi Delta

By Joe K. Lee  
Chapter Historian

Sigma Phi Delta hosted a professional event in which Dr. Phelps, Physics Department Chairman, lectured to the brothers about the new Engineering Physics program. ERAU expects to expand its curriculum in the Engineering department, by Fall 1997. The Fraternity had the opportunity to be the first

organization on campus to learn about this program, from Dr. Phelps.

Always balancing professional activities with social functions, the brothers of Sigma Phi Delta enjoyed the party given by brother Tony Williams, last Saturday night.

The good times continued for the pledges when they spent Pledge-Weekend over at the house. According to tradition, they spent a nice weekend working

on their pledge projects. And of course, they had their opportunity to avenge themselves for all the hassle the Brothers had given them.

As the Pledges come closer to becoming Brothers, some Brothers come closer to graduation and jobs. Brother Mike DeStefano will work for Douglas Aircraft, Long Beach, Ca. Good Luck Mike! All the brothers wish you the very best for the future.

## Theta Phi Alpha

By Francesca Lewis  
Chapter Editor

This weekend again brought fundraisers at the Ocean Center. We worked at the Stevie Wonder and the Jimmy Buffet concerts.

This past week was "egg week" for the pledges; for those

who did well and didn't end up with a broken egg — congratulations! Keep up the spirit pledges!

The sisters would also like to thank the pledges for giving a skit party for us. That was a very good and amusing time! Pledges, this past week's challenge to get us — good job!

We're looking forward to the pledge member party on Saturday, Nov. 22.

I hope everyone saw us in the U.C. with our organ donor booth! All donations are appreciated greatly.

Happy Thanksgiving to all — it's already upon us!

## LA PALOMA

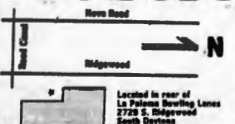
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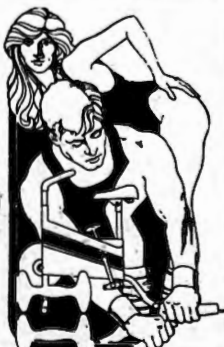
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# ARMY ROTC

Army Reserve

Officer Training Corps

By Cdt. Cpt. Laura L. Skamra  
Public Relations

As the cadets moved with great stealth through the dense underbrush, they could feel the presence of the enemy around them. Suddenly, an unexpected shrill whistle pierced the ears of the cadets as simulated artillery descended upon them. The squad leader immediately reacted by shouting "INCOMING!". In response, the cadets hit the dirt assuming a good, prone firing position. After the artillery burst, the squad leader yelled, "9 o'clock, 300 meters!". Fearing for their lives from the indirect fire, the cadets rushed to safety out of the range of the artillery. The squad went on to conquer their objective.

Reaction to indirect fire was just one of the many tasks that were assigned to each squad on the field training exercise (FTX) held on Nov. 8-9.

In a never ending quest for excellence, Army ROTC cad is "Warhawk Regiment" conducted small unit tactics in Ocala National Forest. Seton University, the host unit, provided command and control for the FTX. University of Central Florida also participated in the training and provided logistical support. ERAU Army ROTC provided MS IV personnel to act as squad trainers and cadet evaluators.

The training was divided into 3 phases consisting of:  
Phase 1: Movement To Contact/Hasty Attack - Cadets reacted to sniper fire and indirect fire and they engaged in fire and maneuver techniques.  
Phase 2: Defense - Cadets dug defensive positions. During the night, defensive positions improved, limited patrolling, and aggressor activity were conducted.  
Phase 3: Deliberate Attack - Cadets cleared defensive posi-

tions and closed-in and destroyed the enemy at the designated objective on the attack lanes.

The FTX was a success because of the excellent training given by the MS IV crew as well as the motivation, enthusiasm, and the willingness-to-learn demonstrated by the MS III cadets.

On Nov. 11, Army ROTC celebrated Veterans Day with a battalion run. The cadre and the cadets (Eagle Battalion) ran approximately 2 miles in battalion formation. After the run, there was an awards ceremony in which LTC Carson (professor of Military Science) gave an inspiring speech on the importance of Veterans Day to Army ROTC cadets.

On November 29, a football game featuring Army ROTC VS. Navy/Marine ROTC will take place behind the university library.



C-130 rollin down the strip...

These Army ROTC cadets were up in the morning, before most students even begin to move, celebrating Veterans Day as only the Army can; with a two mile fun run.

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- After raquetball class, to tell him that the instructor with the Australian accent and those blue eyes did wonders for your serve.
- When the president of Phi Gamma Delta asks you to Saturday night's Fiji Formal.
- After raquetball class, to tell him that the instructor with the Australian accent and those blue eyes did wonders for your serve.
- When you just feel like telling him you miss him after class.

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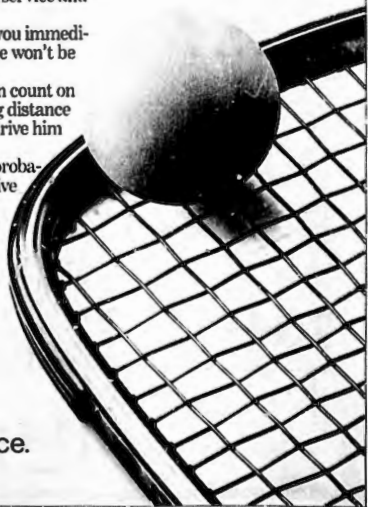
When you tell him that AT&T gives you immediate credit if you dial a wrong number, he won't be able to get you out of his mind.

And telling him you can count on AT&T for clear long distance connections will drive him crazy.

All of which will probably inspire him to drive out for the weekend, giving you an excuse to blow off that silly frat party after all.



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# Scholarships for student aviators

By Steve Cagel  
Avion Staff Reporter

Applications are now available for the 1987 Harold S. Wood Award for Excellence, the General Aviation Manufacturers Association's (GAMA) recognition of the year's outstanding student aviator. The award will be presented next April at the National Intercollegiate Flying Association's (NIFA) National Flight Meet at Southern Illinois University in Carbondale, Illinois.

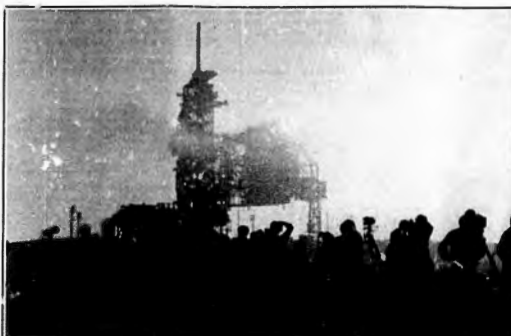
The award honors a NIFA student for high academic achievement and outstanding service to the school and the aviation community. NIFA, with 75 member schools, sanctions flight competitions to encourage students to

combine flight training and technical aviation experience with a sound secondary education.

The regional and/or nominating committee will select one regional nominee for the national award. Regional nominee applications will then be forwarded to the GAMA offices in Washington D.C., where the awards committee will select a national winner.

The winner will be notified in early April, 1987, and will be invited to the NIFA awards banquet April 25, in Carbondale, Illinois. A wooden Senseless propeller trophy and a \$250 cash award will be presented to the winner.

Students with a 3.0 or better GPA interested in applying should contact Frank Wencel in H-106 to pick up an application.



Say "cheese"...

News media photographers prepare to record launch pad structure are silhouetted through the Emergency Egress Trestle at launch pad 39B, the early morning fog at the launch site. The last Thursday, The Space Shuttle Atlantis and exercise completed seven weeks of tests.

## ERAU

(continued from page 1)  
"dial up" various reporting stations and view color radar in these areas.

While these modifications are regarded as colossal improvements in the weather reporting capability of Embry-Riddle, they are not the only changes proposed by the Meteorology Department. Currently, the university is considering a proposal by Sobien which would, if approved, allow students the opportunity to further develop their knowledge of atmospheric science with a "weather analysis" course, which could be used as an upper-level elective. This class would enable the student to "use the weather products available to him via the Embry-Riddle weather laboratory."

Sobien noted that with the increased capabilities of Kavouras, students would have an excellent opportunity to expand upon their weather knowledge; this class would accentuate their efforts.

## LETTER

(continued from page 3)

gram that is anticipating technological advancements and the faculty is working hard continually to keep the program at par or ahead of the technology. Our emphasis is on quality. The CS faculty tries its best to give personal attention to each student and to get to know each of them. We hope that the beautiful sunshine weather of Florida keeps the students in high spirits and cheer while we keep you busy with challenging assignments and ask you to match the instructor's efforts in teaching with your excellence in studying. Our Computer Science Faculty is active in research but at the same time, excellence in class room instruction remains our priority number one. Those students who have any dissatisfaction with the CS

department advisor should feel free to come to me and apprise me of the situation and give me an opportunity of doing some trouble shooting. While we are working on quality of the program, the quality of personal interaction between the faculty and the student is our major emphasis. Sometimes, in a communication process, erroneous perceptions are developed by one or both parties that distort the communication and adversely impact the relationship. I assure you the CS department means to treat our students with dignity and respect.

I close this letter with the words I sincerely believe in. The words are originally of a famous teacher whose last act was to reach the sky—Christa

McAuliffe. The words are: 'I touch the future, I teach.'

Sincerely,  
Jagdish C. Agrawal  
Professor and Chairman

### Qualms

To the Editor:

As of yet I have had no qualms, nor do I anticipate any, with my advisor Pat O'Garra.

It has, however, occurred to me that in some cases the administration has goofed. The administration has the personality of an old man; wise knowledge, means well, yet on the verge of insanity and has a tendency to doze off. I feel it's time for them to wake up and face two facts.

One, mandatory advisement is not necessary. We have gotten along without it so far and when we reach difficulties we go to "appropriate" sources.

Two, regardless of the fact that we have "a better, more competent faculty" (supposedly that's where the tuition increases have gone) we still have some faculty members that I wouldn't trust my dog with let alone my career. Enter Rodney Rogers.

For those of you out there that have been blessed (or should I say cursed) with Rodney's infinite wisdom, let me spread some of my own. This country was founded on the premise that people need to stand up for what they believe in. If you want something bad enough, go for it and reach that goal. We are only here to get a degree, not form an indepen-

dent nation out of 13 states behind Britain's back.

The bureaucracy shouldn't be that hard, but we're at Riddle so it is. That is what makes a degree from Riddle so great. If you can survive the collections department, the book stores answer to inflation and Rodney Rogers, you've got the game licked.

Which brings me to my next point. God only knows the number of people Rodney has sent scrambling. He has become a part of the foundation and we, as students, have accepted it. Only by bringing this out will something be done. I'm convinced that evaluations are used as toilet paper by department heads, so thanks to the two people who wrote in last week for opening

our eyes and teaching us not to be such "boneheads."

Name withheld by request.

### Respond Again

To the Editor:

I read with concern the letters you recently published from two of my advisees. I regret the hurt which my remarks evidently gave. Moreover, based on this experience, I have determined not to offer such advice to students in the future.

Sincerely,  
Dr. R. O. Rogers

excellence in class room instruction remains our priority number one. Those students who have any dissatisfaction with the CS

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Sincerely,  
Dr. R. O. Rogers

## As always, there is NEVER an admission fee for Riddle students!\*

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SATURDAY - TWO FOR ONE DRINKS!

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EVERY SUNDAY COMES SUNDAY BLOODY SUNDAY COME HEAR NEW WAVE PROGRESSIVE MUSIC COME DRINK HEINEKENS FOR A BUCK ALWAYS 2 FOR 1 DRINKS AT 701 SOUTH COME PARTY 701

Cleared for the approach

\*Except free drink nights.

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